9

REMARKS

ON THE

TERMINATION OF THE PENNSYLVANIA RAIL-WAY.

The recent survey for the termination of the Rail-way at Philadelphia, signed by Messrs. Robinson, Wilson, and Hopkins, has been triumphantly produced as conclusive testimony in favour of the location of the Vine and Broad street route. To show the fallacy of such deduction, I quote their own language. They state in comparing the "merits of a line crossing at Fair Mount," with those of "the line reported by Major Wilson"

"The two lines, as regards A CONNEXION WITH SHIPPING, ON THE EAST SHORE OF THE SCHUYLKILL, AND WITH THE DELAWARE POSSESS EQUAL ADVANTAGES. BUT THE LINE CROSSING AT FAIR MOUNT OFFERS A FACILITY OF CONNEXION WITH TIDE WATER ON THE WEST SHORE OF THE SCHUYLKILL, NOT AFFORDED BY THE LOCATION OF MAJOR WILSON. On the other hand, the tunnel which will be required on this line, and the necessity of crossing at Fair Mount in an exposed situation by an oblique bridge, present very strong objections to it."

They have also said—

"It appears from a comparison of the above estimates, that the increased cost of continuing the Rail-road on the right bank

of the river to Fair Mount, and of crossing at that point, would be $97,433.21"—

of which $47,907 are estimated as the cost of the tunnel; which can in no event be required.

Thus it remains to compare the advantages arising from "*connexion with tide water, on the western shore of the Schuylkill, not afforded by the location of Major Wilson,*" with the imaginary expense, and the necessity of crossing at Fair Mount by an oblique bridge.

To determine the importance of the western side, I quote Major Wilson's Report of the last year. Senate Journal, vol. ii. page 205—

"But as it is a matter of some consideration to DETERMINE WHETHER THE RIVER SHALL BE CROSSED, and if so, the most advantageous point for crossing by a bridge, the line has been left open from this section, for future decision."

Here he expressly conveys his doubt, whether the WESTERN SIDE OF THE SCHUYLKILL WOULD NOT AFFORD ALL THAT WAS REQUIRED, and it was upon weighing this report, that I WAS LED to cause "City" to be inserted in the bill last year, making it obligatory upon the Canal Commissioners to carry the Rail-road over the Schuylkill; notwithstanding I have always urged upon them and upon the Legislature, that the western, as well as the eastern side of the river, and the interests of the adjoining districts, should likewise be embraced.

In his official Report of December last to the Canal Commissioners, (Senate Documents, page

176,) Major Wilson, with his accustomed frankness, confirms this opinion on the importance of the river Schuylkill, saying—

"Under such a view of the beneficial effect it might have in and around Philadelphia, I take the liberty of recommending to the Board, that from the termination of the inclined plane east of the residence of the late Judge Peters, a branch of the Railway should be extended along the margin of Schuylkill river, terminating at a suitable place of deposite near the tide water, and opposite to the city of Philadelphia."

And to prove that the opinions of the Board of Canal Commissioners and the Governor are not less decided, I repeat what they have said in their formal report to the Legislature, dated December last:

"While considering this subject, they have been struck with the importance, in a commercial point of view, of a line from the stationary engine near Judge Peters' to some point on the Schuylkill, affording a complete communication with the Ocean. As such a line must follow the west side of the river, the difficulty before suggested would not be felt, and but for want of authority under the existing law, the Board would be prepared to direct its construction."

And in corroboration of this, I give the language of their committee, appointed *expressly to investigate this route*,—

"But they do not apprehend that they can commit an error in estimating the branch down the Schuylkill from Belmont, as entitled to the EARLIEST ATTENTION,"

making thus this route the one which requires attention before all others.

To make manifest the opinion of the Canal

Commissioners as individuals, I quote the letter from Judge Scott, the late distinguished President of the Board, dated 1st Feb. 1829:—

"For myself, I frankly confess, that notwithstanding the presumed imperative intention of the law, I felt disposed to do no more *at present*, than to extend the location down the Schuylkill, on the west side, to some point navigable for sea vessels, and there to stop; and to leave the various and important questions involved in its further extension to future legislation, or to postpone their decision until the Board had obtained more minute and particular information on the subject."

The intelligent and skilful commissioner, James Clark, Esq. urges his opinion in language not less decisive:—

"I am unable to say what the Board would have done in such an event, but have no hesitation in giving it as my individual opinion, that the ends of the Commonwealth in constructing the Rail-road *as a State object*, would have been fully attained by stopping at tide water on the river Schuylkill, opposite to the City, leaving the construction of branch Rail-roads to local interests in and about the city of Philadelphia."

After all the attempts which have been made to confute the Canal Commissioners—to overturn the opinion of the State Engineer; the town meeting which was purposely assembled with a view of proclaiming the inexpediency of adopting the western route on the Schuylkill, have

"Resolved, that this meeting also approve of the construction of a subsidiary line of Rail-road, for the accommodation of the citizens on the western side of the river, laid at the lowest level on the right bank of the Schuylkill."

This resolution was drawn by the gentleman who carried in his pocket the resolutions adopted

by the Northern Liberties meeting, held at Hotz's Inn. In the resolution as offered, the line was to be made on the western side *at a future time*, but upon the injustice of this being pointed at by a gentleman in no wise interested, the word future was unanimously stricken out.

It now remains but to ascertain, how far the difficulties of the tunnel to cost $47,907, and the augmentation of expense are real or imaginary. Mr. Moncure Robinson did not survey the route by Fair Mount dam, nor was it surveyed by Major Wilson. It was surveyed by an individual named Hopkins, and upon his data, the necessity of the tunnel, and the expense of excavation, have been thus formally estimated, proclaimed and published with the sanction of *all* their names.

Mr. Strickland, too well known, and too much distinguished, to admit of cavil or doubt of his competency in this investigation, Mr. Siddall,* the surveyor of the Northern Liberties, and Mr. Hains, eminently qualified by long experience in his profession, and made skilful in similar researches, by repeated surveys for a Canal, or Rail-road throughout Chester and the adjacent counties, after examining and surveying the ground, ridicule the idea of the necessity of a tunnel, and pledge their professional reputation, to prove that it is absurd.

Wherefore, the younger Secretary of the town

* Mr. Siddall was professionally employed upon the Pennsylvania and on the Chesapeake and Delaware Canals.

meeting, determined that the line on the western side should be subsidiary, should be made at the lowest level, and at a future time, it will not be necessary to divine. It is not to be presumed, when he recommended a line to Broad and Vine street through his estate, over the canal bed, over various streets and lots of great value, and another line from the canal back again to the Schuylkill, passing over valuable ground, with bridges, and crossing eight streets and encumbered by *an embankment* before the shipping could be reached below the bridge on the eastern side of the Schuylkill, that he looked to futurity from regard to the *coffers* of the State. Nor is it necessary to penetrate the "future," to determine wherefore only the *lowest* level, on the western side was to be adopted, the *lowest* level, not admitting the construction of a bridge. If a higher one should be taken, the erection of a bridge opposite to the city, might prevent all the produce being carried into the storehouses at the "territorial point." It is well known that the difficulty of making the line from the canal bed back to the Schuylkill, as Major Wilson decided, at the time he made his official report, will never be overcome; if it could, why did he not reach Vine street by that route? The only chance of carrying a portion of the trade along the eastern shore of the Schuylkill, must rest upon crossing the river from a higher level than the Secretary is disposed to permit the Legislature to adopt. Why the western route has been called

SUBSIDIARY, it is not difficult to conceive. That route is destined for the heavy produce, which otherwise would be stored near the Secretary's possessions, not far from the ample squares, and large lots of the chairman of the Committee on Inland Navigation of the lower house, and within a short distance of the farm of my colleague in the Senate, whose estates, scattered over the Commonwealth, whose "Big Island," nearly covered with public works, for which he did not hesitate to pour forth his eloquence, to exert his influence, and to give his votes, appear not to satisfy his notions of magnificence, nor to meet his multifarious wants. But is it called subsidiary, to win the country gentlemen —whose lumber, coal, whiskey, flour, iron, flaxseed, butter, lard and grain, can be stored along shores two miles in extent, and of which we have found vast quantities deposited in the warehouses and wharves of merchants on the Schuylkill, within the last nine months? Two hundred and thirty-five sea vessels have since the 1st of April, been loaded in the Schuylkill for distant ports: the cost of portage from this river to various parts of the town, is not greater than from the point at Vine street to Market, or any other street in which business is found.

IT IS ALLEGED THAT THE RAIL-ROAD OUGHT NOT TO TURN ON A RADIUS OF LESS THAN 500 FEET. HOW THEN IS IT PRACTICABLE TO TURN IN A CITY? What advantage can result to the State from conducting the Rail-road to "a territorial

point?" What good can be derived to the people of the interior, commensurate with the damages to be incurred by the State in dividing lots of a city laid off with the utmost precision in squares? If the Rail-road terminate at a wharf on the Delaware, what will become of the trains of cars, after having been delayed in passing fifteen streets from Broad street to its shore? Shall they be stopped until drays and carts can remove their burdens in succession, before they can be allowed to pass on? If it reach the eastern front of the town, it must pass at right angles, or nearly so, with the Delaware, as the only streets through which it could be conducted, run directly east and west; but it could proceed, laterally, along the Schuylkill, embracing both its shores, where storehouses can be continued as those which have been erected near to the river, affording the convenience of deposite without encountering expenditure for portage, or difficulty of discharging close to the shipping and home trade.

Much has been said by the accomplished Secretary of the Permanent Bridge Company, whose ingenuity and fluency of speech have been exercised in detailing the grievances to which the persons with whom he is associated might be exposed. Notwithstanding the graceful blandishment of his manner, the fecundity of his imagination, and the force of his wit, he was not enabled to obtain the vote which he courted from the assembled delegation of the city and county, to forestal, by caucus

in a tavern, the opinions which they are bound by *their oaths* to exercise, and which they will exercise, fairly, openly, and impartially, in a legislative hall. I am not prepared to deny that he answered frankly, when declaring to me, that he did not discover in the document circulated at Harrisburg by him, but kept from my view, the oblique notice of the course which I had pursued, although so evident, as to lead the town meeting to unanimously prohibit its publication, notwithstanding it had been addressed and ostensibly intended for them.

Towards the stockholders of the Permanent Bridge it is not possible I can have any feeling of unkindness, or could be brought intentionally to do that which I conceive wrong. To some of them I am allied by ties of blood—to many I am bound by the relations of habitual association and friendship of the most intimate kind. But I conceive that in matters of legislation, we must look closely to the general result, without reference to particular instances, when supported by honour, justice, and regard to the public weal.

The persons by whom that bridge was constructed, with very few exceptions, are not the present holders of the stock; and how far as stockholders we are moved by feelings of patriotism may be measured by the course of the honourable and worthy gentleman to whose efforts I have just referred.

Having been informed by me two months since

of the course which I should take in reference to the construction of another bridge, he very early sold out the largest portion of his stock, but doubtless took care, that neither "widows nor orphans," of whom he has spoken in language so piteous and strong, could in any shape be involved, through the sale which for his *own benefit*, without regard to "the public," he found it convenient to make.

Did the Commonwealth intend to give to a corporate company exclusive control over the ingress and egress on the western side of the metropolis of the state? Have the impoverished *turnpike companies* sent delegations to arrest the Rail-roads and Canals, which cannot fail to injure their depreciated stock? The stock of this bridge is stated to be at an advance of 40 per cent.—the tolls of the year 1827 were $18,133.91.* Messrs. Robinson, Wilson, and Hopkins, estimate the cost of a bridge 800 feet long, at Fair Mount, at $55,000. Canvass White estimates one at Arch street, with three stone piers forty-six feet high, with a superstructure 700 feet long, with double track for Rail-road and common travelling, and covered throughout, at $63,500.

I will admit for the sake of argument, that it should cost $100,000, although the soundings, supported by the deposition of two respectable wharf builders, prove that the "bottom opposite Race street is of rock, extending entirely across, being remarkably level; and that half a square below, nearer to Arch street, it is very much the same."

* See Senate Journal, 1827–28.

The interest of $100,000 is $6000. Why should not this bridge receive half as much toll as that taken by the Permanent Bridge, which would equal $9000 at least.

IT CANNOT BE QUESTIONED THAT THE PENNSYLVANIA RAILWAY WILL BRING TO PHILADELPHIA SIX TIMES AS MUCH PRODUCE AS THE AMOUNT NOW BROUGHT. THUS ALLOWING NOTHING TO BE DERIVED FROM THE TOLLS ON THE THREE LAST AND BEST MILES OF THE RAIL-ROAD FROM BELMONT FARM TO THE POINT OF CROSSING, THIS BRIDGE WOULD ANNUALLY PRODUCE $54,000 FROM AN EXPENDITURE OF $165,000, INCLUDING MAJOR WILSON'S ESTIMATE OF THE "COST OF THE DOUBLE BRANCH, ALL THE WAY FROM JUDGE PETERS' TO A POSITION BELOW THE PERMANENT BRIDGE."

If the Legislature should yield to the wishes of the meeting held at Kensington incorporated district of Northern Liberties, on the 9th of February, when it was

"Resolved, That this meeting approve of the instructions given to the Committee on Inland Navigation and Internal Improvement, relative to *the termination of the Pennsylvania Rail-road* at a point west of the Schuylkill, and granting to companies duly constituted by law, authority to construct branches of the same to the river Delaware"—

it is to be hoped that they will act, as they are wont to do, in strict accordance with the rules of justice, and give unto all "the citizens of Philadelphia, and the adjoining districts," laws to incorporate companies for all the routes; thus "placing *them all* upon an equal footing," and allowing them to construct bridges for their respective purposes, above the Permanent Bridge, under sufficient restrictions to prevent any further interruption to the navigation of the Schuylkill.

I shall not accuse any gentleman of injustice, nor by oblique insinuation imply, that on one hand too much has been done—too much has been explained, or that on the other, too little had been effected to inform the Legislature, after the Canal Commissioners and Governor had made their formal and final report. The document, which Major Wilson's candid and honourable mind found it necessary to correct, by a note proving that his estimate and his survey made the cost of a double line on the western side of the Schuylkill, but $65,000, denying other objections, and that the route "would be very expensive," and "exposed to serious inconvenience," I shall no further notice, than by criticising the extraordinary authority delegated to these surveyors and engineers, by the Secretary of the Commissioners' Board, when they assumed the responsibility of sitting in a legislative capacity, to protect the interests of various districts, and to enlighten the lawgivers of the Commonwealth, by disquisitions founded upon probabilities—the enterprise of individuals and of corporate bodies, which they modestly intimate, should be created, and of course by the Legislature, whom they are certainly not hired on such matters to instruct.

Of the powers of the Secretary, after their ample manifestation, it would indeed be presumptuous to convey doubt. It remains for the Legislature to determine, how far they shall be exercised, and for him to explain for what ends they have been exert-

ed, however honourable, sagacious, erudite, and accomplished this extraordinary young man has appeared. I will not retaliate by accusations similar to those which have vainly been hurled against me. I have but urged, that all the parties most active are interested, and such of them as are not fettered, in their *representative* capacities, have been swayed by that interest, although I honestly believe, that every individual of them is too honourable, and of too high standing to have recourse to measures which in his acceptation of the terms, are either sordid or unjust. But if in casting back the weapons by which I have been assailed—if in pressing the arguments, or in recording the facts connected with the course which I have pursued, any of them should find causes of cavil, or source of lasting discontent, I shall be heartily grieved. Let it not be forgotten, that *I started* with the position that I was interested, and *I* have *now* but shown that *they*, although it was proclaimed not, were interested as well as I. *My* efforts are directed to carry the Rail-Road *from the western side of the Schuylkill* directly to the city, at the best point below Fair Mount dam, and thence to *the adjoining districts*, by the most convenient routes. *Their* exertions are directed to coerce, not only the increased trade about to be derived from the publick works to the Northern Liberties, but to divert that which now passes to the doors of their constituents in the city, from the natural channel—from that course, which

the inhabitants of the country have always preferred, to a point on the northern boundary of the city, reached neither by population nor trade.

It appears by the records of the Senate, that the Permanent Bridge receives about $18,000 a year, and that the Upper Bridge, connected with the Northern Liberties by a turnpike road and street, quite as good as Market street, receives annually about $3000 a year. Thus is the western trade of and intercourse of the Northern Liberties, to that of the city, as three are to eighteen.

MR. STRICKLAND'S EXAMINATION.

I have examined the ground from Fair Mount crossing the Schuylkill at Emlen's Hill on the western side of the river as far up as the run of water to the eastward of Mr. Yarnall's, and find by continuing the level of the top of the abutments of the Bridge at Fair Mount, which is about 27 feet above ordinary high water mark, in a direction nearly parallel with the dam, this level may be made to skirt the northern slope of Emlen's Hill from the outlet of the Schuylkill Canal to the run abovementioned, without any further deviation from a straight line than may be described with a radius of 1300 feet. A good roadway may be formed by benching off the hill at this level, and constructing a strong slope wall at its base, which can be cheaply constructed with the materials taken off the side, and the necessity of tunnelling this point may be avoided altogether in the manner laid down on the plan (A to B,) at the level which is assumed for crossing the Schuylkill at this place.

(Signed) WILLIAM STRICKLAND, *Engineer.*

We in conjunction with Mr. Strickland, accurately surveyed and took the heights of the ground upon which the route for the Rail-way is designated, on the western side of the Schuylkill, embracing the hill through which it was proposed to construct a tunnel in order to approach the eastern side of the river by a Bridge to be erected below Fair Mount Dam, and fully concur in the opinion as above stated by the Engineer.

(Signed) SAMUEL HAINS, *City Surveyor,*
JOSEPH H. SIDDALL, *Surveyor of N. L.*

Philadelphia, March 5th, 1829.

The following documents may throw some light upon this subject.

TOWN MEETING,

At which the Resolutions were adopted, in relation to the Pennsylvania Railway.

"At the meeting held in the District Court Room, where I act as cryer, on Tuesday evening last, I was present as door keeper. I counted the persons at the time the chairman took his seat, and found that there were but fifty-four, including *youths, and persons from the County.* The number increased afterwards to seventy-four.

(Signed) JACOB ZEILIN.

Philadelphia, Feb. 28, 1829."

To the Honourable the Senate and House of Representatives of the State of Pennsylvania,

THE MEMORIAL

Of the Subscribers, Citizens of Philadelphia, respectfully represents:

That by the law of last session, authorizing the construction of a Rail-road from Columbia to Philadelphia, the engineer located its termination at the intersection of Broad and Vine streets, not from any impressions, as your Memorialists understand, that this was the most favourable termination; but because the peculiar injunction of that law required him so to do.

This point of termination, your Memorialists beg leave to represent, is at the greatest distance from the two rivers, far from the active scenes of business, and equally inconvenient to the shipping merchant and home consumer.

Conceiving, as your Memorialists do, that the object of the Legislature was to furnish a cheap transportation of the produce of the country to a market of easy access, and of the greatest facility for exportation, where the articles would be encumbered with the least expense, and the greatest benefits diffused among the community at large; they respectfully and earnestly represent, that in their opinion, this object would be best and most securely accomplished, by continuing the line of the Rail-road from Judge Peters' farm down the west side of the Schuylkill, to cross at some convenient point below Fair Mount Dam, and from thence to be extended throughout the whole western front of the city along the river Schuylkill, and from thence through Southwark to the Delaware river—that another branch should be extended from its intersection near the Schuylkill to the Delaware river, through the Northern Liberties, from which lateral branches may be made where required—thus diffusing throughout its whole course rich streams of trade and commerce to our citizens at large; and at the same time, from its proximity to the Schuylkill and connexion with the Delaware, presenting at all points a free passage to the ocean.

Your Memorialists would state, as a further inducement for the Rail-road taking this course, that the Schuylkill is of as easy and safe navigation as the Delaware, while the ground not being of half the value as upon the Delaware, the storage and wharfage is lower, and consequently the charges on country produce much less. Extensive improvements for the landing and storage of goods are already made, and in rapid progress on the Schuylkill, which combined with local advantages, must render this river the seat of an extensive trade, both foreign and domestic, at no remote period.

That the foregoing considerations, combined with many others which will present themselves to your honourable bodies, are sufficient to secure a careful examination and fair and impartial decision on this important subject, is the firm belief of your Memorialists, &c.

J. M. Linnard, John Lynch, R. Hutchinson, John Neff, Cadwalader Evans, Jacob Graff, James Sloan, William Pechin, James Abbett, J. L. Fenimore, James Hosul, Thomas Hulme, Robert Miles, James Foster, James Leslie, James Shoemaker, Hudson Carlisle, Robert Getty, Thomas Brown, Jno. Snyder, Wm. S. Smith, Robert Orr, D Brietnall, William Barton, Peter Sugiert, James Morrow, Samuel Craig, Richard Woods, Robert Duing, Charles Kins-

ler, Thomas Ralston, Clement C. Biddle, W. Crew, Thomas M. Lindsey, Charles Townsend, Thomas Kelly, Isaac Henry, Peter Brown, Jacob Thomas, Timothy Garden, jr., F. Lukel, Eli Newman, Joseph Dureene, George Smith, William Davis, Thomas Brown, Joseph Haine, Timothy Desmond, S. Wiseman, Alexander Hemphill, David J. Swithen, Philologus Loud, John Stoddart, Thomas G. Leaffer, John Cavanagh, Joseph Stephens, John Cooke, William S. Wilson, Robert G. Campbell, Andrew Murphy, Charles Henry Levering, Chauncey Burk, Christian Wiltberger, Jno. Pritchard, Baldwin Weaver, G. Watson, Thomas Loud, Thomas Deighton, William D. Richards, Samuel Withington, James Goodfellow, Edward Roberts, James Bradley, John Hassal, John Menshall, William Ruff, Hyram Ayres, George Gillaspy, William Kirk, J. Newbold, David Watson, Thomas Harper, James Twaddell, Jacob Hoffman, William Evans, Samuel R. Franklin, W. Penrose, Daniel Collom, William Banger, Thomas Maguire, Caleb Dobbins, William E. Tucker, William James, John Roads, Robert Ramsey, Amos Jeanes, Casper Henry, William M'Kimm, William S. Cruir, William G. Ly, Benjamin Dun, Benjamin Bradfield, Alexander Stewart, Thomas Bafferty, Thomas J. Caldwell, G. B Wilstach, John Canony, Robert Scott, —— Baxter, William Boon, William Curry, William Dougherty, William Rovoudt, William Hewit, jr. Jacob Kinnard, Lewis May, William Leitman, Robert Keys, John Keys, George Prager, R. W. Mullen, A. L. Keen, William Williams, C. Lawrence, Patrick Lardy, William Cope, James Campbell, John Jones.

The following names were attached to memorials presented to the Legislature, having similar objects, but varying in shape:—

Thomas Cave, R. Patterson, Cornelius Stevenson, Armon Davis, Thomas Hopkins, Samuel Bispham, Jn. K. Graham, Joseph Taylor, A. C. Salaisnac, Alonso Hakernan, Thomas Zell, John Redmond, William Hats, Edward Geney, Jesse Millman, B. Deongah, Rodney Fisher, James Widdifield, N. Burt, F. Milligan, Isaac Henry, W. Webb, J. Singer, Jr., Hudson Carman, Jacob Lex, John Martin, Wm. Watt. R. Ellatthews, James Hughes, Samuel Hara, Wm. Carman, R. S. Newbold, W. Wilson, Joseph Lukens, John W. Dickson, Charles Gehaster, John Bird, George Troutman, Joseph H. Israel, J. Engle Negus, G. W. Trontman, Francis Cooper, I. Tomlinson, Marcus Montelius, P. Gray, John Stevenson, Samuel Grivepul, David Elmaker, John Ford, M. Roland, Abner Elme, Edward B. Garrigues, Richard Paxson, ——— Memciell, Edward F. Warren, James Wilson, W. B. Mahony, Adam D. Emna & Co., James Wood, Matthew Baxter, Henry Witmer, Jacob Witmer, Jacob Miller, R. S. Newbold, Jacob Mause, Robert Mercer, P. Lehman, H. G. Ebur, David Hoopes, Ralph Peters, John Elliot, John Frailey, Samuel Goocher, Leonard Frailey, Edward Heston, Griffith Holgate, Thomas Wynn, Samuel Stadelman, Joseph Lehman, David Coggins, Thomas Thomas, Lewis Jones, William Carter, Samuel Rhoads, John Hall, David Hall, James Powers, Neal M'Ginley, Jacob Hoffman, Gavin Hamilton, Archibald Somerville, Peter Rose, William Alfont, John Childs, Robert Freeburn, Andrew Engburg, Thomas Harker, S. Edwards, James Permell, Lewis Bennett, Christian Young, Henry W. Holder, Thomas Kerns, Henry Hoopes, Jesse Vogdes, Joshua Coston, Richard M'Ilvain, Hugh M'Ilvain, John Warner, Joseph S. Keen, George C. Lentner, Joseph Pyle, James M'Crea, Wilson Jewell, Mordecai Walton, James Young, Samuel Wright, George L Watt, John Blakiston, R. C. Arthurs, Moses Williams, Joseph S. Smith, Evan Lewis, Jesse George, Jno. J. Terry, Samuel Smith, Morris Clayton, Peter Hansell, Jonathan Bourman, F. Sorber, Andrew Redopher, Hugh Nevin, Andrew M'Kinley, William Grant, John Thomas, William Hoffman, Jacob Hoffman, John Blankley, William Stewart, James Miller, Henry S. Gardiner, Adam Painter, James Thompson, Abraham Powell, James J. Lewis, Jacob Smith, Thomas Hall, W. W. Simpson, William Gardiner, Isaac Anderson, George Helmbold, Enos R. Williams, Andrew Smith, Isaac Hufman, George W. Ramsey, P. Frailey, William Smith, John Deals, Samuel Owens, Alexander Johnson, William Wilkins, Arthur Orback, Thomas George, Edmond George, Isaac Heston, Joseph Coggins, William Deal, Abraham Heston, David George, Samuel Rhoads, Jun, William Dilling, Uriah Suplee, Peter Mather, Wilson Leech, David S. Welfong, William Hughs, John Sturges, Joseph Cox, John Keen, Ely Rees.